

Appendix C

Public Participation

Airport. Proposed expansion of Mammoth Yosemite Airport has been the subject of a series of environmental analyses pursuant to the National Environmental Policy Act of 1969 (NEPA) and the California Environmental Quality Act of 1970 (CEQA). A Draft Environmental Assessment (EA) was prepared and issued on the current Proposed Airport Expansion Project in October 2000. A Final EA for the Mammoth Yosemite Airport Expansion Project was published in December 2000. The FAA approved the Final EA as a Federal document and issued a Finding of No Significant Impact (FONSI) on December 21, 2000. The Town of Mammoth Lakes issued a Draft Supplement to Subsequent Environmental Impact Report of the 1997 Environmental Impact Report in October 2001. The Final Supplement to Subsequent Environmental Impact Report was certified by the Town of Mammoth Lakes on March 6, 2002. Following FAA's approval of the FONSI in December 2000, additional and supplemental information regarding the proposed project became available. On July 29, 2002, the FAA issued its Record of Decision that re-examined the December 21, 2000, FONSI, and approved the Town of Mammoth Lakes' proposed expansion plan for the airport. Subsequent to the publication of FAA's Record of Decision, litigation was filed against the FAA in two civil cases numbered C02-04621 BZ and C02-04623 BZ in the United States District Court for the Northern District of California. On April 28, 2003, an opinion was issued that requires the FAA to prepare an EIS to further evaluate the Town of Mammoth Lakes' proposed expansion project for Mammoth Yosemite Airport.

Mammoth Yosemite Airport is a limited certificate airport (title 14, Code of Federal Regulations (CFR) § 39.209(a)). The airport is located approximately five miles east of the Town of Mammoth Lakes and north of U.S. Route 395 in Mono County. The airport has one east-west oriented runway (9/27) with a parallel and connecting taxiway system. Runway 9/27 is paved with asphalt and is 7,000 feet long by 100 feet wide. The airport has a field elevation of 7,128-feet above mean sea level. The airport accommodates general aviation aircraft operations including aircraft hangars and outdoor tiedowns. The airport provides facilities that can accommodate commercial airlines, commuter airlines, and airline support/maintenance. The airport has

approximately 40-based aircraft and accommodates approximately 6,000 annual aircraft operations.

The FAA is the lead agency responsible for the preparation of the EIS. proposed to be evaluated in the EIS, additional reasonable alternatives may be evaluated in the EIS as a result of the scoping process.

No Action Alternative: This alternative consists of not implementing any of the Expansion Project's elements. No new development items identified in the Expansion Project would be constructed or implemented.

Proposed Airport Expansion Project Alternative: This alternative consists of implementing the Town of Mammoth Lakes' Proposed Airport Expansion Project including demolition, construction and replacement of various facilities of the airport, primarily in the vicinity of the passenger terminal area and the runway. The primary feature of this alternative is the construction of a 1,200-foot runway extension to the west and widening of the runway 50-feet for a total runway length of 8,200-feet and width of 150-feet. This would require the Town of Mammoth Lakes to purchase the property or obtain a special use permit from the United States Forest Service (USFS) for the additional 25-feet of land to the south and 25-feet of land to the west of Airport property for the runway safety area. A new passenger terminal building and associated facilities would also be constructed. This alternative was identified in the Final EA as the Proposed Action.

A 9,000-Foot Runway Alternative: This alternative extends Runway 9/27 to the west by 2,000 feet to achieve a total runway length of 9,000 feet. Similar to the Proposed Airport Expansion Project this alternative also widens the existing runway from 100-feet to 150-feet, and includes construction of a new passenger terminal building and associated facilities. This would require the Town of Mammoth Lakes to purchase the property or obtain a special use permit from the USFS for the additional 25-feet of land to the south and 825-feet or land to the west of Airport property for the runway safety area.

Develop Another Airport in the Region: This alternative consists of developing the next nearest airport to the Town of Mammoth Lakes in Bishop, CA.

Use Alternative Modes of Transportation: This alternative would utilize other types of transportation modes such as rail, inter-city bus and

automobiles to transport skier visitors to the area.

Develop a New Airport in the Region at a Different Site: This alternative consists of construction of a new airport facility instead of further developing the existing facility at Mammoth Yosemite Airport.

Comments and suggestions are invited from Federal, State and local agencies, and other interested parties to ensure that the full range of issues related to the proposed project and the alternatives are addressed and all significant issues are identified. Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA informational contact listed above and must be received no later than 5 p.m., Pacific Standard Time, on Monday, December 29, 2003.

Public Scoping Meetings: The FAA will hold one (1) public and one (1) governmental and public agency scoping meeting to solicit input from the public and various Federal, State and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed projects. A scoping meeting specifically for governmental and public agencies will be held on Wednesday, December 10, 2003, from 1 p.m. to 4 p.m., Pacific Standard Time, at the Mammoth Lakes Community Center, 1000 Forest Trail, Mammoth Lakes, California. The public scoping meeting will be held at the same location on Wednesday, December 10, 2003, from 6 p.m. to 9 p.m., Pacific Standard Time.

Issued in Hawthorne, California, on October 28, 2003.

Ellsworth L. Chan,

Acting Manager, Airports Division, Western-Pacific Region, AWP-600.

[FR Doc. 03-27756 Filed 11-4-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Assessment and Conduct Scoping for Proposed Air Traffic Procedural Changes Associated with the Omaha Airspace Redesign

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Intent to Prepare an Environmental Assessment (EA).

SUMMARY: The Federal Aviation Administration (FAA), Central Region, is issuing this notice to advise the

public, pursuant to the National Environmental Policy Act of 1969, as amended (NEPA), 42 U.S.C. 4332(2)(C) that the FAA intends to prepare an EA for the proposed Omaha Airspace Redesign (OAR). While not required for an EA, the FAA is issuing this Notice of Intent to facilitate public involvement. This EA will assess the potential environmental impacts resulting from proposed modifications to air traffic routings in the metropolitan Omaha and surrounding areas. Airports in this area include Omaha, Eppley Airfield (OMA), Offutt Air Force Base, Lincoln Airport (LNK), as well as smaller, primarily general aviation use airports. All reasonable alternatives are being considered including a no action alternative.

FOR FURTHER INFORMATION CONTACT: Donna O'Neill, Airspace Branch, ACE-520, Air Traffic Division, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2560.

SUPPLEMENTARY INFORMATION: The FAA is exploring new routing structures that will improve the safety and efficiency of air traffic control (ATC) operations in the Omaha Terminal Radar Approach Control (TRACON) area. Preliminary operational concepts involve changes internal to the Omaha TRACON airspace structure, as well as changes to Omaha and Lincoln arrival and departure routes that would align with Minneapolis Air Route Traffic Control Center (ARTCC) en route airspace routes. Establishment of standardized, predictable routing reduces pilot and controller workload, thereby increasing overall safety. This will be accomplished by providing predictable and efficient procedural separation for arriving and departing aircraft, reducing the need for controller intervention. In addition, this concept will also allow pilots to take advantage of improved aircraft navigational technologies.

Potential alternatives will encompass new routing proposals that would accommodate aircraft without Area Navigation (RNAV) capability, and without changes to ground based navigational facilities. The Omaha Airspace Redesign encompasses a geographic area of approximately 55 miles around the Omaha Eppley Airfield. The exact study area will be identified in the draft EA.

The FAA will examine methods that will take advantage of new and emerging ATC technologies, and improved performance characteristics of modern aircraft, as well as improvements in navigation capabilities. The proposal will address

the merits of alternative airspace design scenarios that safely and efficiently use regional airspace and procedures in and around the Omaha Eppley Airfield and terminal airspace controlled by the Omaha TRACON, as well as facility airspace associated with portions of the Lincoln Airport Traffic Control Tower and Minneapolis ARTCC airspace.

As part of the airspace redesign effort, the FAA will conduct detailed analyses, which will be used to evaluate the potential environmental impacts in the study area. Upon the publication of a draft EA, the FAA will contact and coordinate with federal, state, and local agencies, as well as the public, to obtain comments and suggestions regarding the EA for the proposed project. The EA will assess impacts of reasonable alternatives, including a no action alternative, pursuant to NEPA; FAA Order 1050.1, Policies and Procedures for Assessing Environmental Impacts; DOT Order 5610.1, Procedures for Considering Environmental Impacts; and the President's Council on Environmental Quality (CEQ) Regulations implementing the provisions of NEPA, 40 CFR parts 1500-1508, and other appropriate guidance.

Scoping: While not required for an EA, the FAA will use the scoping process as outlined in the Council on Environmental Quality (CEQ) Regulations and guidelines to facilitate public involvement. Concerned individuals and agencies are invited to express their views in writing. The purpose of the scoping process is: (1) To provide a description of the proposed action, (2) to provide an early and open process to determine the scope of issues to be addressed and to identify potentially significant issues or impacts related to the proposed action that should be analyzed in the EA, (3) to identify other coordination and any permit requirements associated with the proposed action, and (4) to identify and eliminate from detailed study those issues that are not significant or those that have been adequately addressed during a prior environmental review process.

The scoping period begins with this announcement. To ensure that all issues are identified, the FAA is requesting comments and suggestions on the project scope from all interested federal, state and local agencies and other interested parties. In furtherance of this effort, the FAA has established an Internet Web site that can be accessed at: <http://www.faa.gov/ats/central/oar/oar.html>. Additional information about the Omaha Airspace Redesign can be found at this internet site. Further, the FAA will be maintaining the following

telephone number for general information: (816) 329-2560.

DATES: The FAA will accept formal scoping comments through December 12, 2003. Written comments should be directed to the following address: Federal Aviation Administration, 901 Locust, Attn: ACE-520-OAR, Kansas City, MO 64106. Comments will also be accepted electronically via <http://www.faa.gov/ats/nar/central/oar/oar.html>.

Issued in Kansas City, Missouri on: October 20, 2003.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 03-27757 Filed 11-4-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2003-63]

Petitions for Exemption; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of dispositions of certain petitions previously received. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

FOR FURTHER INFORMATION CONTACT: Sandy Buchanan-Sumter (202) 267-7271, or Timothy R. Adams (202) 267-8033, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on October 30, 2003.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA-2001-8936.

Petitioner: Robert P. Lavery.

Section of 14 CFR Affected: 14 CFR 91.109(a) and (b)(3).



STATE OF IOWA

THOMAS J. VILSACK, GOVERNOR
SALLY J. PEDERSON, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
JEFFREY R. VONK, DIRECTOR

December 22, 2003

Mr. Michael T. Johnson
Northrop Grumman Itj
Mail Stop C302
12005 Sunrise Valley Drive
Reston, VA 20191-3423

RE: Redesign of the airspace in the Omaha area for a 55-mile radius around Omaha, NE

Dear Mr. Johnson:

Thank you for inviting our comments on the impact of the above referenced project on protected species and rare natural communities.

Attached for your use are two lists of public lands that are within the state of Iowa and within a 55-mile radius of Omaha, Nebraska. Those sites that are listed with the same name are different parcels purchased at different times.

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, wetlands, fisheries and wildlife. It does not constitute a permit and before proceeding with the project, you may need to obtain permits from state and federal agencies.

If you have any questions about this letter or if you require further information, please contact me at (515) 281-8967.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith L. Dohrmann", written over a horizontal line.

KEITH L. DOHRMANN, ENVIRONMENTAL SPECIALIST
POLICY AND COORDINATION SECTION
CONSERVATION AND RECREATION DIVISION

03-2400L

WALLACE STATE OFFICE BUILDING / 502 EAST 9th STREET / DES MOINES, IOWA 50319
515-281-5918 TDD 515-242-5967 FAX 515-281-6794 www.iowadnr.com

Manager	Use	Owner	County	Name	Type
Cass CCB	Recreation	IDNR	Cass	Cold Spring	Recreation
Cass CCB	Preserve	IDNR	Cass	Frank Chapman Pellet Memorial Woods	State Preserve
Cass CCB	Recreation	IDNR	Cass	Hitchcock Rec. Area	Recreation
IDNR - Wildlife	Access	IDNR	Fremont	Bartlett Access	Access
IDNR - Wildlife	Wildlife	IDNR	Fremont	Bartlett I-29	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Fremont	Copeland Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Fremont	Forney Lake	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Fremont	Mc Paul I-29	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Fremont	O.S. Wing Wildlife	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Fremont	Percival I-29	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Fremont	Riverton	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Fremont	Scott Wildlife Area	Wildlife Area
IDNR - Wildlife	Fishing	IDNR	Fremont	Shawtee Lake	Fishing
IDNR - Wildlife	Fishing	IDNR	Fremont	Shawtee Lake Wildlife Area	Fishing
IDNR - Wildlife	Access	IDNR	Fremont	Waubonsie Access	Access
IDNR - Wildlife	Wildlife	IDNR	Fremont	Waubonsie Hwy 2 WMA	Wildlife Area
IDNR - Parks	Park	IDNR	Fremont	Waubonsie St. Park	State Park
IDNR - Wildlife	Wildlife	IDNR	Harrison	California Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Harrison	Deer Island	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Harrison	Deer Island (lower)	Wildlife Area
Harrison CCB	Wildlife	IDNR	Harrison	Fish Lake Wildlife Area	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Harrison	Little Sioux Delta	Wildlife Area
IDNR - Forestry	Forest	IDNR	Harrison	Little Sioux Unit - LHPF	State Forest
Harrison CCB		IDNR	Harrison	Missouri Dale Wildlife Area	Wildlife Area
IDNR - Forestry	Forest	IDNR	Harrison	Mondamin Unit - LHPF	State Forest
Harrison CCB		IDNR	Harrison	Mondamin Wildlife Area	State Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Harrison	Nobles Lake	Wildlife Area
IDNR - Forestry	Forest	IDNR	Harrison	Pisgah Unit - LHPF	State Forest
IDNR - Forestry	Forest	IDNR	Harrison	Preparation Canyon Unit - LHPF	State Forest
IDNR - Forestry	Forest	IDNR	Harrison	Preparation Unit - LHPF	State Forest
IDNR - Wildlife	Wildlife	IDNR	Harrison	Rand Bar	Wildlife Area
Harrison CCB	Boat Ramp	IDNR	Harrison	Remington Access	Access
IDNR - Wildlife	Wildlife	IDNR	Harrison	Round Lake - Harrison	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Harrison	Saint John's Wildlife Area	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Harrison	Sand Point Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Harrison	Soldier Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Harrison	Three Rivers Area	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Harrison	Tyson Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Harrison	Tyson Bend Access	Wildlife Area
Mills CCB	Recreation	IDNR	Mills	Folsum Recreation Area	Recreation
IDNR - Wildlife	Wildlife	IDNR	Mills	Keg Creek I-29	Wildlife Area
Mills CCB	Wildlife	IDNR	Mills	Mile Hill Recreation Area	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Mills	P.J. I-29	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Mills	Willow Slough	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Monona	Blackbird Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Monona	Blue Lake	Wildlife Area
Monona CCB	Fishing	IDNR	Monona	Decatur Bend	Fishing
IDNR - Wildlife	Wildlife	IDNR	Monona	I-29 Wildlife Area	Wildlife Area
IDNR - Parks	Park	IDNR	Monona	Lewis & Clark St. Park	State Park
IDNR - Wildlife	Wildlife	IDNR	Monona	Loess Hill Area	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Monona	Louisville Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Monona	Louisville Bend Access	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Monona	Lower Blenco Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Monona	Lower/middle Decatur Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Monona	Middle Decatur Area	Wildlife Area
Monona CCB		IDNR	Monona	Onawa Storage Yard	Storage
IDNR - Parks	Reserve	IDNR	Monona	Preparation Canyon Park	State Reserve
IDNR - Forestry	Forest	IDNR	Monona	Preparation Canyon Unit - LHPF	State Forest
IDNR - Forestry	Forest	IDNR	Monona	Preparation Unit - LHPF	State Forest

IDNR - Wildlife	Wildlife	IDNR	Monona	Tieville-decatur Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Monona	Upper Louisville Bend	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Monona	Upper/middle Blenco Bend	Wildlife Area
IDNR - Parks	Easement	IDNR	Montgomery	Viking Lake Easement	Easement
IDNR - Parks	Park	IDNR	Montgomery	Viking Lake St. Park	State Park
Pottawattamie CCB	Preserve	IDNR	Pottawattamie	Blackbird Marsh	State Preserve
IDNR - Parks	Park	IDNR	Pottawattamie	Council Bluffs Riverfront	State Park
IDNR - Parks	Recreation	IDNR	Pottawattamie	Gibson Bend	Recreation
IDNR - Forestry	Wildlife	IDNR	Pottawattamie	Gifford State Forest Area	Wildlife Area
IDNR - Wildlife	Wildlife	IDNR	Pottawattamie	Green Area	Wildlife Area
IDNR - Parks	Park	IDNR	Pottawattamie	Lake Manawa St. Park	State Park
Pottawattamie CCB	Recreation	IDNR	Pottawattamie	Longs Landing	Recreation
Pottawattamie CCB	Park	IDNR	Pottawattamie	Narrows River Park	State Park
IDNR - Wildlife	Preserve	IDNR	Pottawattamie	Smith Area	State Preserve
IDNR - Parks	Park	IDNR	Pottawattamie	Wilson Island St. Park	State Park
IDNR - Wildlife	Wildlife	IDNR	Shelby	Peterson WMA	Wildlife Area
IDNR - Parks	Park	IDNR	Shelby	Prairie Rose St. Park	State Park
Shelby CCB	Recreation	IDNR	Shelby	Rosenow Timber	Recreation

STEWARDSHIP

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Desoto NWR	FWS	FWS	Harrison
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Desoto NWR	FWS	FWS	Harrison
Fish Lake Wildlife Area	IDNR	Harrison CCB	Harrison
Gee-Hurusica	Harrison CCB	Harrison CCB	Harrison
Gleason-Hubel Wildlife Area	Harrison CCB	Harrison CCB	Harrison
Harrison County Historical Museum/Welcome Cen	Harrison CCB	Harrison CCB	Harrison
Little Sioux Delta	IDNR	IDNR	Harrison
Little Sioux Unit - L.h.p.f	IDNR	IDNR	Harrison
Little Sioux Unit - L.h.p.f.	IDNR	IDNR	Harrison
Little Sioux Unit - L.h.p.f.	IDNR	IDNR	Harrison
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Little Sioux Unit - L.h.p.f.	IDNR	IDNR	Harrison
Little Sioux Unit - L.h.p.f.	IDNR	IDNR	Harrison
Missouri Dale Wildlife Area	IDNR	Harrison CCB	Harrison
Mondamin Unit - L.h.p.f.	IDNR	IDNR	Harrison
Mondamin Unit - L.h.p.f.	IDNR	IDNR	Harrison
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Mondamin Unit - L.h.p.f.	IDNR	IDNR	Harrison
Mondamin Unit - L.h.p.s.f.	IDNR	IDNR	Harrison
Mondamin Wildlife Area	IDNR	Harrison CCB	Harrison
Mondamin Wildlife Area	Harrison IDNR	Harrison CCB	Harrison
Murry Hill Scenic Overlook	Harrison CCB	Harrison CCB	Harrison
Nobles Lake	IDNR	IDNR	Harrison
Nobles Lake	IDNR	IDNR	Harrison
Nobles Lake	IDNR	IDNR	Harrison
Nobles Lake	IDNR	IDNR	Harrison
Not Named	IDNR	IDNR	Harrison
Not Named	IDNR	IDNR	Harrison
Not Named	IDNR	IDNR	Harrison

O'Day Wetland Restoration	Harrison CCB	Harrison CCB	Harrison
Pisgah Unit - L.h.p.f.	IDNR	IDNR	Harrison
Pisgah Unit - L.h.p.f.	IDNR	IDNR	Harrison
Pisgah Unit - L.h.p.f.	IDNR	IDNR	Harrison
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Pisgah Unit - L.h.p.f.	IDNR	IDNR	Harrison
Pisgah Unit - L.h.p.f.	IDNR	IDNR	Harrison
Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Harrison
Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Harrison
Rand Bar	IDNR	IDNR	Harrison
Rand Bar	IDNR	IDNR	Harrison
Remington Boat Launch	IDNR	Harrison CCB	Harrison
Roadside Rest Area	Harrison CCB	Harrison CCB	Harrison
Round Lake - Harrison	IDNR	IDNR	Harrison
Round Lake - Harrison	IDNR	IDNR	Harrison
Round Lake - Harrison	IDNR	IDNR	Harrison
Round Lake - Harrison	IDNR	IDNR	Harrison
Round Lake - Harrison	IDNR	IDNR	Harrison
Round Lake - Harrison	IDNR	IDNR	Harrison
Round Lake - Harrison	IDNR	IDNR	Harrison
Round Lake - Harrison	IDNR	IDNR	Harrison
Ruffcorn Wildlife Area	Harrison CCB	Harrison CCB	Harrison
Sand Point Bend	IDNR	IDNR	Harrison
Sawmill Hollow Wildlife Area	Harrison CCB	Harrison CCB	Harrison
Schaben Park	Harrison CCB	Harrison CCB	Harrison
Schley Park	Private-Leased	Harrison CCB	Harrison
Sioux Dam Wildlife Area	Harrison CCB	Harrison CCB	Harrison
Soldier Bend	IDNR	IDNR	Harrison
Soldier Bend	IDNR	IDNR	Harrison
Soldier Bend	IDNR	IDNR	Harrison
Soldier Bend	IDNR	IDNR	Harrison
Three Rivers Area	IDNR	IDNR	Harrison
Tyson Bend Access	IDNR	IDNR	Harrison

Tyson Island	IDNR	IDNR	Harrison
Tyson Island	IDNR	IDNR	Harrison
Tysons Bend	ACE	ACE	Harrison
Tysons Bend	ACE	ACE	Harrison
Tysons Bend	IDNR	IDNR	Harrison
Tysons Bend	ACE	ACE	Harrison
Tysons Bend	ACE	ACE	Harrison
Tysons Bend	ACE	ACE	Harrison
Tysons Bend	ACE	ACE	Harrison
Tysons Bend	ACE	ACE	Harrison
Vaile Wetland Nature Area	Harrison CCB	Harrison CCB	Harrison
Willow Lake Recreation Area	Harrison CCB	Harrison CCB	Harrison
Bass Memorial Park	Mills CCB	Mills CCB	Mills
Folsum Recreation Area	IDNR	IDNR	Mills
Hwy 34 Roadside Park	Mills CCB	Mills CCB	Mills
Keg Creek I-29	IDNR	IDNR	Mills
Lake George	Mills CCB	Mills CCB	Mills
Mile Hill Lake	IDNR	Mills CCB	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
Noddleman Island	ACE	ACE	Mills
P.j. I-29	IDNR	IDNR	Mills
Pony Creek Park	Mills CCB	Mills CCB	Mills
Ray Thomas Wildlife Preserve	Mills CCB	Mills CCB	Mills
St. Mary's Bend Cutoff Site	ACE	ACE	Mills
St. Mary's Bend Cutoff Site	ACE	ACE	Mills
St. Mary's Bend Cutoff Site	ACE	ACE	Mills
St. Mary's Bend Cutoff Site	ACE	ACE	Mills
St. Mary's Bend Cutoff Site	ACE	ACE	Mills
St. Mary's Bend Cutoff Site	ACE	ACE	Mills
St. Mary's Bend Cutoff Site	ACE	ACE	Mills
St. Mary's Bend Cutoff Site	ACE	ACE	Mills
St. Mary's Bend Cutoff Site	ACE	ACE	Mills
St. Mary's Bend Cutoff Site	ACE	ACE	Mills
Tree Lake	Mills CCB	Mills CCB	Mills
West Oak Forest	Mills CCB	Mills CCB	Mills
Willow Slough	IDNR	IDNR	Mills
Willow Slough	IDNR	IDNR	Mills
Willow Slough	IDNR	IDNR	Mills
Blackbird Bend	IDNR	IDNR	Monona
Blue Lake	IDNR	IDNR	Monona
Blue Lake	IDNR	IDNR	Monona
Davis Wetland	Monona CCB	Monona CCB	Monona
Decatur Bend	IDNR	Monona CCB	Monona

[illegible]

Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Monona
Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Monona
Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Monona
Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Monona
Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Monona
Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Monona
Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Monona
Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Monona
Preparation Canyon Unit - L.h.p.f.	IDNR	IDNR	Monona
Savery Pond	Monona CCB	Monona CCB	Monona
Savery Pond (Water)	Monona CCB	Monona CCB	Monona
Tieville-decatur Bend	IDNR	IDNR	Monona
Tieville-decatur Bend	IDNR	IDNR	Monona
Tieville-decatur Bend	IDNR	IDNR	Monona
Turin Loess Hills	IDNR	IDNR	Monona
Upper Louisville Bend	IDNR	IDNR	Monona
Upper/middle Blenco Bend	IDNR	IDNR	Monona
Anderson Conservation Area	Montgomery CCB	Montgomery CCB	Montgomery
Anderson Wildlife Area	Montgomery CCB	Montgomery CCB	Montgomery
Franek Prairie	Montgomery CCB	Montgomery CCB	Montgomery
Hacklebarney Woods	Montgomery CCB	Montgomery CCB	Montgomery
Pilot Grove Park	Montgomery CCB	Montgomery CCB	Montgomery
Tenville Canoe Access	Montgomery CCB	Montgomery CCB	Montgomery
Viking Lake Park	IDNR	IDNR	Montgomery
Viking Lake Park	IDNR	IDNR	Montgomery
Viking Lake Park	IDNR	IDNR	Montgomery
Viking Lake Park	IDNR	IDNR	Montgomery
Viking Lake Park	IDNR	IDNR	Montgomery
Viking Lake Park	IDNR	IDNR	Montgomery
Viking Lake Park	IDNR	IDNR	Montgomery
Viking Lake Park	IDNR	IDNR	Montgomery
Viking Lake Park	IDNR	IDNR	Montgomery
Viking Lake Park	IDNR	IDNR	Montgomery
Palmquist Prairie	Private	Private	Page
Pierce Recreation Area	Page CCB	Page CCB	Page
Pioneer Park	Page CCB	Page CCB	Page
Arrowhead Park	Pottawattamie CCB	Pottawattamie CCB	Pottawattamie
Blackbird Marsh	Pottawattamie CCB	Pottawattamie CCB	Pottawattamie
Blackbird Marsh	IDNR	Pottawattamie CCB	Pottawattamie
Botna Bend Park	Pottawattamie CCB	Pottawattamie CCB	Pottawattamie
Botna Bend Park	Pottawattamie CCB	Pottawattamie CCB	Pottawattamie
Botna Bend Park	Pottawattamie CCB	Pottawattamie CCB	Pottawattamie
Desoto NWR	FWS	FWS	Pottawattamie
Desoto NWR	FWS	FWS	Pottawattamie
Desoto NWR	FWS	FWS	Pottawattamie
Desoto NWR	FWS	FWS	Pottawattamie
Desoto NWR	FWS	FWS	Pottawattamie
Farm Creek Public Wildlife Area	Pottawattamie CCB	Pottawattamie CCB	Pottawattamie
Gibson Bend	IDNR	IDNR	Pottawattamie
Gibson Bend	IDNR	IDNR	Pottawattamie

[illegible]

Nishna Bend Recreation Area	Shelby CCB	Shelby CCB	Shelby
Nishna Bend Recreation Area	Shelby CCB	Shelby CCB	Shelby
Nishna Bend Recreation Area	Shelby CCB	Shelby CCB	Shelby
Nishna Bend Recreation Area	Shelby CCB	Shelby CCB	Shelby
Nishna Bend Recreation Area	Shelby CCB	Shelby CCB	Shelby
Nishna Bend Recreation Area	Shelby CCB	Shelby CCB	Shelby
Oak Ridge Wildlife Area	Shelby CCB	Shelby CCB	Shelby
Oak Ridge Wildlife Area	Shelby CCB	Shelby CCB	Shelby
Peterson W.m.a.	IDNR	IDNR	Shelby
Prairie Rose	IDNR	IDNR	Shelby
Prairie Rose	IDNR	IDNR	Shelby
Prairie Rose	IDNR	IDNR	Shelby
Prairie Rose	IDNR	IDNR	Shelby
Prairie Rose	IDNR	IDNR	Shelby
Prairie Rose	IDNR	IDNR	Shelby
Prairie Rose	IDNR	IDNR	Shelby
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Prairie Rose	IDNR	IDNR	Shelby
Prairie Rose	IDNR	IDNR	Shelby
Prairie Rose	IDNR	IDNR	Shelby
Prairie Rose	IDNR	IDNR	Shelby
Reinig River Access	Shelby CCB	Shelby CCB	Shelby
Rosenow Timber	IDNR	Shelby CCB	Shelby
Rosman Glendale Farm Rec. Area	Shelby CCB	Shelby CCB	Shelby
Schimerowski Recreation Area	Shelby CCB	Shelby CCB	Shelby
Upper'nish' Habitat Area	Shelby CCB	Shelby CCB	Shelby

December 19, 2003

Mr. Michael T. Johnson
Northrup Grumman IT
Mail Stop C302
12005 Sunrise Valley Drive
Reston, VA 20191-3423

PAPIO-MISSOURI RIVER
NATURAL
RESOURCES
DISTRICT



8901 S. 154TH ST.
OMAHA, NE 68138-3621
(402) 444-6222
FAX (402) 895-6543

Re: Omaha Airspace Redesign

Dear Mr. Johnson:

The Papio-Missouri River Natural Resources District (P-MRNRD) is a political subdivision of Nebraska. Our function is the conservation and wise use of all natural resources, particularly in the area of flood and erosion control. The Omaha Airspace Redesign asked for environmental concerns within our area of responsibilities. The following items fall into that category.

1. Floodway and Floodplain Management – Since the airport is located adjacent to the Missouri River, influences to the floodway and floodplain associated with the river are of interest.
2. Flood Control Projects – Eppley Airfield is currently protected by the Omaha Levee Project which provides flood protection for the majority of the Omaha area. The City of Omaha currently operates and maintains this flood control project, however, the P-MRNRD operates and maintains other projects in the metropolitan Omaha area, including the Papillion Creek Levee project, Dam Site 21 (Walnut Creek Lake and Recreation Area) near Papillion, Nebraska, and Dam Site 6 (Newport Landing) near Bennington, Nebraska.
3. Recreation Areas – The P-MRNRD operates and maintains several recreation areas in the area that may be impacted. These areas are Walnut Creek (mentioned above), Chalco Hills Recreation Area southwest of Omaha, Elkhorn Crossing Recreation Area west of northwest of Valley, Nebraska, Platte River Landing located west of Valley, and Prairie View Recreation Area located near Newport Landing (mentioned above).
4. Recreational Trails – The P-MRNRD, in cooperation with several entities in the metro area operate and maintain nearly 125 miles of recreational trails, including one currently under consideration around Eppley Airfield. In addition, the Cities of Omaha and Council Bluffs, Iowa, the Nebraska Departments of Roads, the Iowa Department of Transportation, and the P-MRNRD will soon begin construction of a pedestrian bridge across the Missouri River. Construction is scheduled to begin early in 2004 and continue through 2005.

5. Wetlands and Wildlife Habitat – The U.S. Fish and Wildlife Service operate two national wildlife refuges (Desoto Bend and Boyer Chute) both located along the Missouri River north of Omaha. In addition, numerous wetland acres exist in the area surrounding the airport. In addition, the P-MRNRD owns and manages the California Bend Habitat Restoration Site north of Blair, Nebraska, along the Missouri River, and, the Nathan's Lake Area in Washington County located several miles north of Omaha. The P-MRNRD is concerned about the limitations that airspace redesign may place on the expansion, and/or construction of wetland areas.

These environmental concerns are primarily "horizontal" and not "vertical"; however, these concerns need to be addressed in the redesign effort. If you have any questions, please contact us.

Optimistically,



Steven G. Oltmans
General Manager

Cc: Larry Foster, City of Omaha Parks, Recreation, & Public Property Dept.

January 6, 2003

In reply refer to:
R&C#: 031200046

Michael T. Johnson, Project Manager
Northrop Grumman IT
Mail Stop C302
12005 Sunrise Valley Drive
Reston, VA 20191-3423

RE: FAA – HARRISON, MONONA, POTTAWATTAMIE, MILLS, FREMONT, ADMAS,
ADAIR, SHELBY, CRAWFORD, CASS, MONTGOMERY, PAGE, TAYLOR, AND
AUDUBON COUNTIES – OMAHA AIRSPACE REDESIGN(OAR) – NOTIFICATION OF
INTENT TO PREPARE AN ENVIRONMENTAL ASSESSMENT

Dear Mr. Johnson,

Thank you for notifying our office about the above referenced proposed project. We understand that an Environmental Assessment will be prepared for this project in accordance with the National Environmental Protection Act. From your correspondence, it is difficult to ascertain whether the proposed project will also be a federal undertaking that will have the potential to affect a significant historic property. If it will be a federal undertaking that has potential to affect a significant historic property, then the undertaking will need to comply with Section 106 of the National Historic Preservation Act as well. We look forward to consulting with you and/or the Federal Aviation Administration on the proposed project.

A brief examination of our records indicates that there are known historic properties within the Omaha Airspace Redesign area within Iowa. There are two listed National Historic Landmarks within the area and 124 National Register of Historic Places listed historic properties and/or historic districts within the area. Also, the proposed area includes a portion of the Loess Hills Iowa Scenic Byway designated on July 8, 1998, and the Loess Hills National Scenic Byway that was designated on June 15, 2000. This route was designated as a National Scenic Byway because it travels through the loess hills, a unique land formation containing many significant endangered plant and animal species and cultural resources. Two areas with the loess hills landform have been also designated as National Natural Landmarks in Monona and Harrison Counties. There are certainly additional historic properties located within this area that are considered eligible for listing on the National Register that would be contained within our records. Based on the information provided, it is difficult to evaluate how any of these historic properties would be affected by the proposed project.

The State Historic Preservation Office does not have staffing to conduct extensive background research for Section 106 projects or other historic preservation projects. We encourage agencies, applicants, organizations, or hired consultants to come to our office to conduct the background research on projects. SHPO staff members are available to assist people in learning about and utilizing our resources. There is no charge for using our records unless copies are requested.

The State Historic Preservation Office (SHPO) contains many sources of information concerning cultural resources within the state of Iowa. Included among these sources of information are

- Files with information on over 105,000 standing structures, objects, and historic districts in the Iowa Site Inventory which includes the National Register of Historic Places listings for Iowa;
- Historical and architectural surveys and thematic reports;
- Over 10,000 archaeological survey records and reports;
- Maps showing previously conducted archaeological survey locations;
- Copies of the Iowa Archaeological Site records from the Office of the State Archaeologist (OSA).

Information on cultural resources can also be found at local libraries, county engineer's offices, universities and colleges, county historical societies and museums. The Office of the State Archaeologist (OSA) at the University of Iowa maintains the official Iowa Archaeological site records, and we encourage applicants, agencies, organizations and hired consultants to check with the Site Records Clerk at the OSA ((319) 384-0735) for update information on previously recorded archaeological sites.

We also encourage you to consult with American Indian tribes who may have an interest in historic properties that may be affected by the proposed undertaking. The State Historical Society of Iowa and the Office of the State Archaeologist have some information on known or previously identified historic properties which have religious and cultural significance to the respective tribes. However, there are many unidentified historic properties that may exist in Iowa which also have religious and cultural significance to the respective tribes. This information is considered to be confidential information by the tribes and will only be discussed when there are concerns from the tribes about a specific project. The tribes should be contacted directly for their comments.

If this will be a federal undertaking that has the potential to affect a historic property, we will need the following types of information for our review:

- The Area of Potential Effect (APE) for this project needs to be adequately defined (36 CFR Part 800.16 (d)).
- Information on what types of cultural resources are or may be located in the APE (36 CFR Part 800.4). Particularly, we need information on what types of historic properties are located within the APE and what types of background information were examined to identify the historic properties within the APE.
- The significance of the historic properties in the APE in consideration of the National Register of Historic Places Criteria.
- A determination from the responsible federal agency of the undertaking's effects on historical properties within the APE (36 CFR Part 800.5).

If your firm will be the primary contact for this project and this will be a federal undertaking, the responsible federal agency, the Federal Aviation Administration, needs to notify us that they have

authorized you to consult with our office on this project in accordance with 36 CFR Part 800.2(c)(5). Also, the responsible federal agency will need to identify and contact all potential consulting parties that may have an interest in historic properties within the project APE (36 CFR 36 Part 800.2 (c)).

Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. We look forward to further consulting with you and the Federal Aviation Administration on this project.

Should you have any questions please contact me at the number below.

Sincerely,

A handwritten signature in black ink that reads "Douglas W. Jones". The signature is written in a cursive, flowing style.

Douglas W. Jones, Archaeologist
Historic Preservation Bureau
(515) 281-4358

cc: Mark Schenkelberg, Environmental Program Manager, Airports Division, FAA, Kansas City